Chapter VI. Trade.

Steamers.

(October-May) when specially required by merchants for the shipment of cotton to Bombay. They deliver and receive the weekly mails and all kinds of goods, and the return steamers receive large cargoes chiefly of cotton, for Bombay. A steamer generally makes the trip between Kárwár and Bombay in forty-eight hours. These steamers sometimes bring piece-goods and stores to Kárwár from Bombay for the local market or to be sent to the Bombay Karnátak in carts by the Arbail pass. During the 1876 and 1877 famine in the Bombay Karnátak large quantities of rice and other food grains were landed at Kárwár and sent in carts to Dhárwár, Hubli, and Bellári.[1] The passenger traffic between Kárwár and Bombay is small except during the rainy season when the weekly steamers bring in a large number of passengers from Bombay to Goa and land them at Kárwár instead of at Goa. From August or September 1883 it is expected that smaller steamers belonging to Messrs. Shepherd and Company will probably ply daily between Kárwár and Bombay.

Sailing Vessels.

Of sailing vessels there are two classes, foreign and local. The foreign ships are Arab *dhaus*, vessels of seventy-five to 150 tons burden, with two masts and two or three sails, and a crew of a captain *sarang* or *tindal*, a *nákoda* or mate, a carpenter, and twenty seamen. Besides their meals, the seamen receive 16*s.* to £1 (Rs. 8-Rs. 10), and the officers £1 to £1 10*s.* (Rs. 10-Rs. 15) a month. Of late years few Arab vessels have visited the Kánara ports. The owners of these vessels, as well as their commanders, are either Arabs or Indian Musalmáns. They generally come from Arabia to Kárwár and Kumta between the months of October and May, bringing dates, pomegranates, almonds, raisins, sweets called *halva* in plates or small mat pouches, and pistachio nuts. They stay in the ports for a week or two, load their vessels with rice, and then sail either to Bombay or back to Arabia.

Of local sailing craft[2] the chief varieties are, besides canoes and fishing boats, the *phatemári* of fifteen to fifty tons and the *machva* and *padáv* locally better known as *galbats* and *mhángiris*, both varying from five to thirty tons. They are usually built at Kodibag, Belikeri, Ankola, Gangávali, Tadri, Kumta, Kassargodi, Shiráli, and Bhatkal. Comparatively few *phatemáris* are built, as the *machvás* or *padávs* being small and of lighter draught, are more easily worked in and out of narrow-mouthed inlets, such as the Belikeri, Ankola, Tadri, and Bhatkal creeks. The builders are Hindus, Musalmáns, and Christians. The timber mostly used is *nána* Lagerstrœmia microcarpa, and *matti* Terminalia tomentosa, for the outer planking, keel, stem, and stern posts, and *undi* Calophyllum inophyllum for the timbers. The local system of boat-building is somewhat opposed to the English practice. After laying down the keel, stem, and stern posts, the boat is shaped by the outer planking some distance beyond the water-line. The timbers are then shaped to the model

[1] In 1877, 160,000 tons of grain were landed at Kárwár and other ports and sent to the Bombay Karnátak.

[2] Contributed by Mr. R. G. C. Westbrook, Port Officer, Kárwár.

Sailing Vessels.

formed by the planking fastened to the timbers. The boats and vessels, as a rule, are very evenly built and are good sailers; and if well cared for last about forty years. The time they usually run is from Cocoanut Day in *Shrávan* or August to the first appearance of the monsoon, which is generally early in June. Inclusive of the captain the crew of a *phatemári* varies from eight to twelve, and the crew of a *machva* or *padáv* from five to eight. The crew is generally paid by the trip, the captain receiving twice as much as a seaman. On the voyage the captain never, if he can help it, loses sight of land. They guide their vessels by land-marks during the day and by the stars at night. Only in case of fog, cloudy weather, or when they lose sight of land, is the compass, which is always carried by the larger vessels, brought into use. The smaller vessels are always careful to hug the land after dusk, and if the wind is unfavourable they usually anchor for the night.

Canoes.

Canoes, or *hodis* M. and *donis* K., are built at nearly all the coast villages, the tonnage varying from a quarter of a ton to five tons. The Kodibág and Sadáshivgad canoes, whose lower part is the trunk of a tree, are the most substantially built of all Kánara canoes. The planking used in making canoes is usually one and a quarter inches thick. A few are fastened with nails, but coir yarn is mostly used, the yarn being made into pads from ten to fifteen feet long. After the joints of the planking are closely fitted, a layer of cocoanut fibre is laid over them, the padding is laid on the fibre, and the whole is sewed to the planking. If the padding is occasionally coated with oil, this mode of fastening lasts about ten years. As a rule canoes are oiled once a year and sometimes oftener, the poorer classes using for cheapness fish oil and those in better circumstances castor or sweet oil. These canoes are all fitted with a balancing outrigger called *ulandi*, and are always steered by a rudder. The after-part is usually decked for the captain to stand on while steering, the space below the deck being used for keeping cooking vessels and food. They carry a lateen-sail on a mast with a great forward rake. They seldom leave the rivers, being almost entirely employed in bringing to Kodibág wood and other forest produce from Mallápur, Kadra, and the neighbouring villages. During the fair season they occasionally carry cargoes to Goa, Kárwár, Kumta, and other ports further south. The crew generally includes the captain who is also owner and two seamen. Canoes vary in size from one and a half to five tons and cost £18 to £27 10*s.* (Rs. 150-Rs. 275).

Fishing canoes vary from a quarter of a ton to four tons. The larger class of fishing canoe which varies from two to four tons is of the same build as the Sadáshivgad canoe, except that it stands higher out of the water. They cost from £8 to £12 (Rs. 80-Rs. 120). The larger canoes have a register certificate which allows them to trade as well as to fish. They always lie up from June till about the 1st of August. The smaller canoes varying from one-quarter to three-quarters of a ton are engaged in nothing but fishing. They keep to the creeks in rough weather, but in the fair season sometimes venture one or two miles from land. They are worked and steered by paddles and have seldom either balancing outriggers

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Sailing Vessels. *Canoes.*

or sails. Should they either on their way out or on their return find the wind favourable they secure one or two of the paddles by lashing to make a mast and knot their head-scarves into a sail. During the stormy season they fish in the rivers. In the Shirávati some of the canoes which seldom engage in fishing, trade between Honávar and Gersappa taking passengers on the down trip and returning with fruit, dried palm leaves, and grain. These canoes have no balancing outrigger as they are roundly built, the lower part being a hollowed tree-trunk. In place of a lateen sail they use an almost square red sail which is made fast to a horizontal yard of light bamboo with small lines tied at each end for working the sail. They vary from one to two tons and cost £3 to £6 (Rs. 30 - Rs. 60) exclusive of sails. Most are manned by two men who are generally the owners.

Machvás.

There are two classes of *machvás*, one which trades along the coast, and the other which trades in the Tadri and Shirávati rivers. The coasting *machvás* are much larger than the river *machvás* and cost £40 to £100 (Rs. 400 - Rs. 1000). The average length over all is thirty-five to forty feet, the breadth twelve feet, and the depth four feet. They are usually built with a very slight sheer from the stern to the after-part of the main-mast the sheer gradually increasing from the fore-part of the main-mast to the stem post, which is generally set at an angle of 60° to 70°. These vessels are always built with a curve in the fore-part, the sharpest section being from the lower part of the stem to the fore-part of the foot of the main-mast; about eight feet from the after-part of the main-mast to the stern post is a straight line. *Machvás* built in this way are said to sail closer to the wind than *machvás* with level keels. All are open, but to make it easy to walk fore and aft bamboos laced with coir yarn are laid over the beams. From the after-part of the main-mast to the after-part of the mizzen-mast they are covered with a roof of bamboos, palm leaves, and straw fastened with coir yarn. On the top of this is a small deck, where the *tindal* stands to steer and under which stores are usually kept. They are rigged with two masts, two yards, and a jibboom. Both masts take an equal rake forward. They are supported on either side by light coir rigging, and forward they are made fast by a strong coir lashing to a round post close to the mast whose lower end fits in a wooden bed placed on the upper part of the kelsan. The people give two reasons for raking the masts forward; the boats sail faster and they labour less in a heavy head sea. The jibboom is small compared to the other, as they do not use either the jib or the mizzen sail except in light breezes. In running before the wind, even in a moderate breeze, the jib is not used because the fore-part of the main sail takes the wind out of it, and the mizzen sail is not used because it prevents the after-part of the main sail from drawing. The main and mizzen sails which are lateen-shaped are made of light cotton cloth, cut into narrow strips to straighten it. On each seam coir yarn is laid and the two edges of the cloth are turned over on the yarn and sewn. A set of sails for a twelve-ton *machva* costs £3 10*s.* to £4 (Rs. 35 - Rs. 40) and if repaired lasts five or six seasons. Like all country rigged vessels, the *machva* has to wear in tacking

Sailing Vessels. *Machvás.*

because the yard is fastened to the halliards on the forepart of the mast. Halliards placed in this way are a great support to the mast, as the lower end is always fastened as far aft as the fore-part of the mizzen-mast. *Machvás* do not confine their trading to any particular ports. In March and April many bring bags or *murás* of rice from the South Kánara ports and from Kadgal in the Tadri river and the villages near it. Most of the South Kánara rice is brought to Honávar and Kumta and most of the rice from Katgal and the villages near it is sent to Goa. Smaller *machvás* ranging from four to nine tons are found in the Tadri and Shirávati rivers. They cost £17 10*s.* to £40 (Rs. 175 - Rs. 400). They differ from the larger *machvás* in having very little sheer and a perfectly straight keel, the straight keel being an advantage in the shallow rivers where they generally ply. Most of them are fastened together with coir yarn in the same way as the larger canoes. Those of the Tadri river are usually larger, stronger, and not so crank as those on the Shirávati river. They mostly carry salt from Sánikatta to Katgal and the intermediate villages, being paid 9*s.* to 10*s.* (Rs. 4½ - Rs. 5) a trip, and bring back a cargo of grain at rates varying from 4*s.* to 6*s.* (Rs. 2 - Rs. 3). If no cargo is available they return in ballast. With favourable wind and tide the up and down journey can be made in about eight hours. These *machvás* carry one mast and one lateen-sail. Most of the owners live at Honávar and let them on hire. The man who hires the boat usually acts as steersman or *tindal* and engages two men to help in working the boat, paying each 8*s.* (Rs. 4) a month with food. The seamen are generally Christians, Muhammadans, and Hindus of the Khárvi caste.

Padávs.

Padávs and *machvás* are so much alike that it is difficult to name any point in build or in rigging by which a boat of the one class can be known from a boat of the other class. If an owner is asked why he calls his vessel a *padáv*, his answer is that the *machva* is a smaller vessel. But a reference to the Customs-house register shows *machvás* equal in size and value to any *padávs*. *Padávs* vary in size from twelve to thirty tons and some *machvás* are as much as twenty-eight tons burden. The only difference that can be observed is that few *padávs* are flatter bottomed than *machvás*. The rig and the accommodation are precisely the same, and the two classes of craft generally ply to the same ports. In Kumta vessels are built which their owners call *machvás* but which properly speaking are *padávs*, much like though somewhat smaller than those seen in Bombay harbour carrying cargo to and from the shipping. They have a perfectly straight keel from stem to stern, and are mostly engaged in carrying cotton bales from the wharf to the shipping in the roadstead. In fine weather and smooth water they carry 100 bales in one trip, for which they are paid 6*s.* (Rs. 3). During strong winds, when they have to reduce their loading to fifty bales, they are paid 6*d.* (4 *ans.*) a bale. All other cargoes, whether import or export, are charged at the rate of 3*d.* (2 *ans.*) a *khandi* of 560 pounds in fair weather and 6*d.* (4 *ans.*) in bad weather. Though owing to a sand-bank near the mouth of the Tadri they can work only about seven hours a day, they manage to make an average of two trips a day. In the slack season some are rigged like ordinary

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coasting *padávs* and trade to ports between Honávar and Goa. They vary in size from eight to eleven tons and in cost from £25 to £30 (Rs. 250 - Rs. 300) exclusive of sails and rigging. They are mostly owned and worked by the fishing classes, especially the Khárvis.

Phatemáris.

The *phatemáris* built on the Kánara coast are hardly ever more than fifty tons burden. Those built of cheap timber, if fastened with nails cost £200 to £300 (Rs. 2000 - Rs. 3000), and if fastened with coir £160 to £200 (Rs. 1600 - Rs. 2000); those of teakwood, if fastened with nails, cost £300 to £400 (Rs. 3000 - Rs. 4000), and if fastened with coir, £200 to £300 (Rs. 2000 - Rs. 3000). They are mostly built with great beam and depth. A *phatemári* of about fifty tons burden is 35′ 6″ long in the keel, 18′ 8″ broad, and 7′ 8″ deep from the upper part of the timbers to the gunwale. Nearly all are built with square sterns. As, unlike English-built vessels, they have no pintles on the rudder, a strip of wood with a groove in the centre is fitted to the after-part of the stern-post or rudder-trunk and the fore-part of the rudder which is rounded is placed in the groove and lashed to the stern-post in three places at equal distances with small coir rope. *Phatemáris* as a rule are built with most sheer from the after-part of the main-mast to the stern, and the after-part of the hull is higher than the fore-part. When afloat or sailing they appear very much down by the head though the difference in draught is probably not more than one foot. Vessels in this trim answer their helm quicker, but their speed is somewhat lessened. All are built with a curve on the forefoot, but the curve is much less than in vessels built in and near Bombay. They carry heavy masts well raked forward with light yards, which enable them to have a large spread of canvas. A forty-ton *phatemári* has generally a main-mast fifty feet from foot to head, a mizzen-mast of thirty-five feet, a main yard of eighty feet, a mizzen-yard of sixty feet, and a jibboom of thirty-five feet. The sails are made in the same way and are of the same shape as *machva* sails. *Phatemáris* always carry a very large jib. For a *phatemári* of about fifty tons a set of sails, including main-sail, mizzen, and jib, cost about £20 (Rs. 200). The cloth is much thinner and poorer than that used by *phatemáris* built near Bombay. If well looked after and carefully repaired a set of sails lasts about six seasons, but under ordinary circumstances sails seldom last over four years. As the *phatemári* is open like the *machva* and *padáv*, the same flooring of split bamboo is laid as a passage for walking fore and aft. The covering between the main and mizzen-mast is also, as in the *machva*, of palm leaves and straw, but at the time of loading or unloading much labour and time is saved by tricing up the sides. The larger *phatemáris* usually trade with Bombay, taking cotton from Kárwár and Kumta and returning with a general cargo or in ballast. Including the captain, the crew, who are generally Hindus, vary from eight to twelve. Those which carry twelve men besides the captain have a mate whose duty is to see that the vessel is properly loaded and unloaded, the captain looking after the freight and the entering and clearing of his vessel at the Customs-house. The pay of the captain is twice and of the mate half as much again as the seaman's pay. As the season advances and grows stormier the rates of freight and the pay of

the crew increase. From the opening of the season in October to the early part of April a seaman who makes a trip from Bombay to Kárwár and back receives 8*s.* (Rs. 4) and sometimes 10*s.* (Rs. 5). Between April and the end of May the rates rise to 14*s.* (Rs. 7) and sometimes to 16*s.* (Rs. 8). If the trip extends to Kumta he receives 1*s.* (8 *ans.*) extra.

Ports.

The thirteen ports of the district are for customs purposes grouped into three divisions: Kárwár with three ports, Sadáshivgad, Kárwár, and Chendiya; Ankola with four, Belikeri, Ankola, Gangávali, and Tadri; and Honávar with six, Kumta, Murdeshvar, Honávar, Bhatkal, Manki, and Shiráli. During the eight years ending 1882 the yearly value of the Kánara sea-trade averaged £1,526,826; it rose from £1,463,416 in 1874-75 to £1,767,124 in 1875-76, and fell to £1,248,792 in 1877-78. In 1878-79 it again rose to £1,842,331; and after a sudden fall to £1,405,874 in 1879-80 again rose to £1,525,484 in 1881-82.

The following statements give for the eight years ending 1882 the value of exports and imports at each of the thirteen ports. They show that in 1882, of the thirteen ports, six, Chendiya, Belikeri, Gangávali, Murdeshvar, Manki, and Shiráli, had a total trade of less than £10,000; four, Sadáshivgad, Ankolá, Tadri, and Bhatkal, had between £10,000 and £25,000; one, Honávar, between £50,000 and £100,000; and two, Kárwár and Kumta, above £100,000:

Kánara Sea Trade Imports, 1874-1882.

Division.	Port.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.
		£	£	£	£	£	£	£	£
Kárwár	Sadáshivgad	746	419	889	871	847	2471	2138	1585
	Kárwár	190,292	324,455	280,076	292,561	244,834	156,175	187,882	192,962
	Chendiya	...	60	55	47	89	1917	20	39
	Total	191,038	324,034	281,020	293,479	245,770	160,563	190,040	194,586
Ankola	Belikeri	436	100	94	138	218	194	177	779
	Ankolá	4783	4385	8662	11,814	6385	5124	5145	5675
	Gangávali	341	381	870	351	376	577	265	181
	Tadri	2927	1748	2603	4196	4292	1981	4024	8433
	Total	8487	6614	12,229	16,499	11,301	7876	9611	15,073
Honávar	Kumta	247,466	266,018	171,915	339,028	331,202	258,832	200,292	219,415
	Murdeshvar	1447	2181	1477	1529	1238	1915	4184	1129
	Honávar	43,553	23,363	161,456	52,507	36,869	51,033	32,052	50,189
	Bhatkal	8078	9002	14,690	14,181	12,624	11,053	11,722	12,050
	Manki	...	..	...	...	169	256	738	424
	Shiráli	...	...	...	...	1976	684	604	1118
	Total	300,544	299,564	349,538	407,245	384,078	324,378	249,592	284,325
	Grand Total	500,069	631,112	642,787	717,223	641,149	492,817	449,243	493,984

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Kánara Sea Trade Exports, 1874-1882.

Division.	Port.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.
		£	£	£	£	£	£	£	£
Ka'rwa'r...	Sadáshivgad...	13,817	6204	12,009	7734	8814	11,104	7131	8772
	Kárwár ...	439,984	606,104	324,087	110,787	467,660	217,713	270,116	320,794
	Chendiya ...	331	29	738	1190	360	2333	93	70
	Total...	454,132	612,337	336,894	119,711	476,834	231,150	277,340	329,636
Ankola ...	Belikeri ...	667	595	460	1108	425	382	391	435
	Ankola ...	4567	4246	7340	6927	4526	5584	4593	4728
	Gangávali ...	1696	2295	2704	1386	1761	1978	8055	1630
	Tadri ...	7823	9685	12,553	7660	9057	6937	8992	6403
	Total...	14,753	16,821	23,057	17,081	15,769	14,881	17,031	13,196
Hona'var...	Kumta ...	457,581	403,143	356,959	308,536	652,554	625,090	631,913	686,299
	Murdeshvar ...	761	2361	3546	1802	2138	1232	3129	660
	Honávar ...	31,190	33,097	118,952	76,847	43,079	35,612	56,925	46,094
	Bhatkal ...	4930	8253	8947	7792	6212	3007	4169	4072
	Manki ...	...	...	...	...	185	450	197	565
	Shirálí ...	...	...	...	...	4411	1635	501	978
	Total...	494,462	506,854	488,404	394,777	708,579	667,026	696,834	688,668
	Grand Total...	963,347	1,136,012	848,355	531,569	1,201,182	913,057	991,205	1,031,500

The following statement shows the total trade of each customs division during the same eight years (1874-1882). Of the three divisions, Honávar, chiefly on account of its cotton, coloured wood ware, and spices, mostly sent to Bombay, had the largest trade average, and Ankola the smallest average. In Honávar, the total value of imports and exports rose from £795,006 in 1874-75 to £1,092,657 in 1878-79; it fell to £946,426 in 1880-81, and again rose to £972,993 in 1881-82. In Kárwár the total value of imports and exports rose from £645,170 in 1874-75 to £937,271 in 1875-76 and fell to £413,190 in 1877-78; in 1878-79 it again rose to £722,604, in 1879-80 it fell suddenly to £391,713 and again rose to £524,222 in 1881-82. In Ankola the highest total value of imports and exports was £35,286 in 1876-77 and the lowest £22,757 in 1879-80; in 1881-82 it was only £28,269:

Kánara Sea Trade by Customs Divisions, 1874-1882.

Division.	1874-75.			1875-76.		
	Imports.	Exports.	Total.	Imports.	Exports.	Total.
	£	£	£	£	£	£
Kárwár ...	191,038	454,132	645,170	324,934	612,337	937,271
Ankola ...	8487	14,753	23,240	6614	16,821	23,435
Honávar ...	300,544	494,462	795,006	299,564	506,854	806,418
	500,069	963,347	1,463,416	631,112	1,136,012	1,767,124

Division.	1876-77.			1877-78.		
	Imports.	Exports.	Total.	Imports.	Exports.	Total.
	£	£	£	£	£	£
Kárwár ...	281,020	336,894	617,914	293,479	119,711	413,190
Ankola ...	12,229	23,057	35,286	16,499	17,081	33,580
Honávar ...	349,538	488,404	837,942	407,245	394,777	802,022
	642,787	848,355	1,491,142	717,223	531,569	1,248,792

Kánara Sea Trade by Customs Divisions, 1874-1882.

Division.	1878-79.			1879-80.		
	Imports.	Exports.	Total.	Imports.	Exports.	Total.
	£	£	£	£	£	£
Kárwár ...	245,770	476,834	722,604	160,563	231,150	391,713
Ankola ...	11,301	15,769	27,070	7876	14,881	22,757
Honávar ...	384,078	708,579	1,092,657	324,378	667,026	991,404
	641,149	1,201,182	1,842,331	492,817	913,057	1,405,874

Divisions	1880-81.			1881-82.		
	Imports.	Exports.	Total.	Imports.	Exports.	Total.
	£	£	£	£	£	£
Kárwár ...	190,040	277,340	467,380	194,586	329,636	524,222
Ankola ...	9611	17,031	26,642	15,073	13,196	28,269
Honávar ...	249,592	696,834	946,426	284,825	688,668	972,993
	449,243	991,205	1,440,448	493,984	1,031,500	1,525,484

Kárwár.

The three ports of the Kárwár group, Sadáshivgad, Kárwár, and Chendiya, had in 1881-82 a total trade worth £524,222, of which £194,586 were imports and £329,636 exports. The chief exports are cotton, native hand-made cloth, and husked and unhusked rice. These articles are partly produced in the division and partly brought for export from above the Sahyádris. The imports, most of which are for local use, are chiefly wheat, tobacco, and European cloth. The traders are Vánis, Gujars, Bráhmans, Musalmáns, Goa Christians, Europeans, and Pársis. Most of them are men of capital. The shipping is *phatemáris*, *batelás*, *machvás*, and *padávs*. Besides the local sailing craft, steamers from Bombay, Vengurla, and Mangalor, and other Malabár ports of 1000 to 2000 tons, and Arab *baglás* and other vessels of fifty to 100 tons visit the ports, anchoring about half a mile from the landing at Kárwár. *Phatemáris*, *machvás*, and *padávs* are built by local Bhandári and Gábit carpenters, and have crews varying from three to twelve who are generally local Khárvis, Gábits, Dáldis, Bhandáris, and Ambis. The crew are paid about 14*s.* (Rs. 7) a month, and the captain twice as much. A trip to Bombay generally takes ten and to Madras fifteen to eighteen days.

Ankola.

The four Ankola ports, Belikeri, Ankola, Gangávali, and Tadri, had in 1881-82 a total trade worth £28,269, of which £15,073 were imports and £13,196 exports. The chief exports are bamboos, husked and unhusked rice, horns, fish, cocoa-kernels, salt, timber, and wooden ware. These articles are partly produced in the division and partly brought for export from Dhárwár and Belgaum. The imports, though greater than the exports, are almost entirely for local use. They include husked and unhusked rice, wheat, yarn, and fish. The traders are Gaud Sárasvat Bráhmans, Vánis, Musalmáns, and Christians. Some of them trade on their own and others on borrowed capital. The shipping is *hodis*, *machvás*, and *phatemáris*. Besides the local craft, vessels of twenty to thirty-two tons from Kochin and other Malabár ports, of six to fifty tons from Goa, and of seven to sixty tons from Honávar Kumta and Kárwár, visit the ports. Tadri gives

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anchorage a mile from the landing at high tide to vessels of 150 tons and at low tide to vessels of 130 tons; Gangávali, a mile from the landing to vessels under fifty tons; Ankola, near the landing at high tide to vessels of eight tons and at low tide to vessels of six tons, and about a mile from the landing at all times to vessels of greater tonnage; and Belikeri, near the landing at high tide to vessels of fifty tons and at low tide to vessels of twenty tons. *Hodis*, *phatemáris*, and *machvás* are built by the local carpenters, and are manned by a captain and a crew of two to seven seamen. Besides their meals, the crew are paid 8*s.* to 10*s.* (Rs. 4-Rs. 5) a month, and the captain twice as much. On special occasions they also get rewards from the traders. A trip to Bombay with a favourable wind takes three to five days.

Honávar.

The six Honávar ports, Kumta, Murdeshvar, Honávar, Bhatkal, Manki, and Shiráli, had in 1881-82 a total trade worth £972,993, of which £284,325 were imports and £688,668 exports. The chief exports are cotton, cocoanuts, spices, black pepper, and betelnuts to Bombay, and grain to Kálikat, Kánanur, Mangalor, and other Malabár ports. These articles are partly produced in the division and partly brought for export from above the Sahyádris and from Maisur. The imports, which are chiefly from Bombay, Mangalor, Kálikat, and Kánanur for local use, are wheat, pulse, Italian millet or *bájri*, sugar, camphor, figs, and cloth. The traders are Sárasvat, Chitpávan, and Konkan Bráhmans, Vánis, Musalmáns, and Europeans. Some of them trade on their own and others on borrowed capital. Besides these local traders, a few up-country merchants stay in these ports during the busy season between January and May. The shipping includes *hodis*, *machvás*, *padávs*, *phatemáris*, and *batelás*. Besides the local craft, steamers of 400 to 1000 tons from Bombay, *batelás* of twenty-five to 200 tons from Arabia and of fifty to seventy-five from Káthiáwár, and *phatemáris* of ten to 100 from the Malabár coast visit the ports. Honávar gives anchorage at about 125 feet from the landing, at high tide to vessels of sixty and at low tide to vessels of forty tons; Kumta, at about 125 feet to small vessels of four to twelve tons, and at about two miles from the landing to vessels of greater tonnage. The anchorage of the remaining four ports is generally in the sea. *Hodis*, *machvás*, and *phatemáris* are built in these ports generally by Málvan and sometimes by Kánara, Ratnágiri, and Malabár carpenters. Vessels of under ten tons are manned by a captain and crew of four seamen, and above ten tons of seven to twelve seamen. The crew are paid 10*s.* (Rs. 5) a month, and the captain twice as much. With a favourable wind a trip either from or to Bombay takes five or six days.

Articles. *Exports.*

Owing to recent changes in classification no comparison can be made of increase or decrease under the different articles of trade. The following statement gives the approximate value of the chief articles imported and exported in 1880-81. Of £1,440,448, the total value of the sea trade, £991,205 were exports and £449,243 were imports. The chief items under exports are cotton valued at £641,099 or 64·67 per cent of the exports, brought for export to